



Infrastructure
Canada

SECRET

SCENARIO NOTE TO THE DEPUTY MINISTER

MEETING BETWEEN MINISTER OF INFRASTRUCTURE AND COMMUNITIES AND MARC GARNEAU, MINISTER OF TRANSPORT, THE CAISSE DE DÉPÔT ET PLACEMENT DU QUÉBEC AND VIA RAIL CANADA

MEETING DETAILS

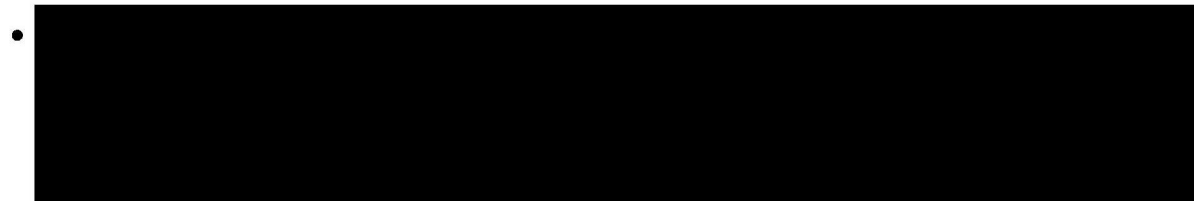
- **DATE/TIME:** November 26, 2018, 18:00
- **LOCATION:** Centre Block, room 238-S
- **PARTICIPANTS:**
 - The Honourable François-Philippe Champagne, Minister of Infrastructure and Communities
 - The Honourable Marc Garneau, Minister of Transport
 - Kelly Gillis, Deputy Minister, Infrastructure Canada
 - Glenn Campbell, Assistant Deputy Minister, Infrastructure Canada
 - Michael Keenan, Deputy Minister, Transport Canada
 - Lawrence Hanson, Assistant Deputy Minister, Transport Canada
 - David McNabb, Director General, Transport Canada
 - Natalie Dolan, Director, Transport Canada
 - Jean-Marc Arbaud, Managing Director, CDPQ Infra
 - Sonia Corriveau, Chief Transformation Officer, VIA Rail Canada
 - Stephen Lipkus, Managing Director, HDR

PURPOSE

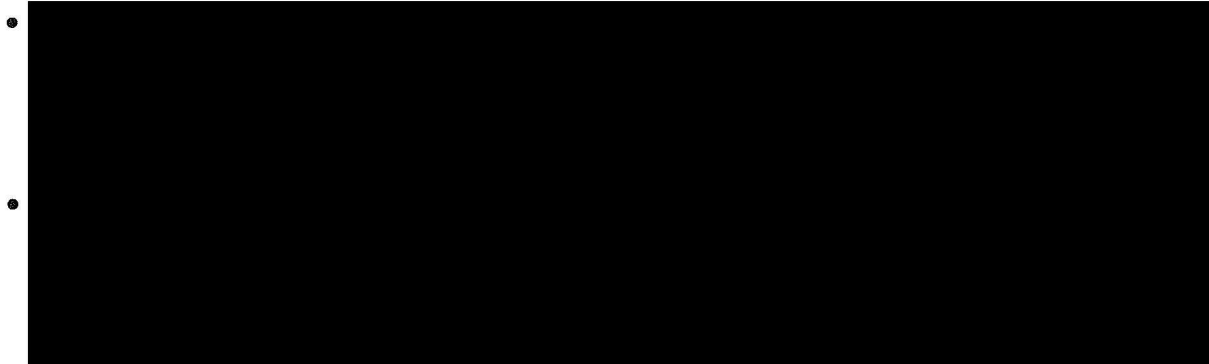
- The purpose of this meeting is to discuss interoperability between the Caisse de dépôt et placement du Québec's (CDPQ) Réseau express métropolitain (REM) and VIA Rail Canada's (VIA) proposed High Frequency Rail (HFR) project and next steps following the HDR assessment.

HIGHLIGHTS/KEY CONSIDERATIONS

- In fall 2017, Transport Canada (TC) engaged a third-party expert on rail issues, HDR, to act as a technical facilitator to CDPQ and VIA Rail in their efforts to achieve interoperability of the REM and HFR systems in Montreal, and to act as an advisor to the federal government.

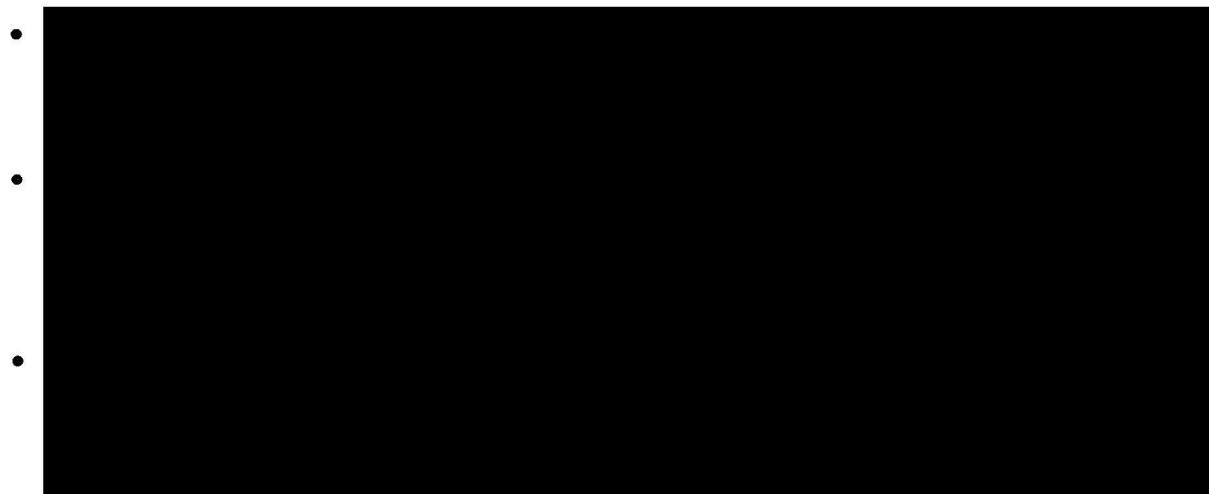


SECRET



KEY BACKGROUND

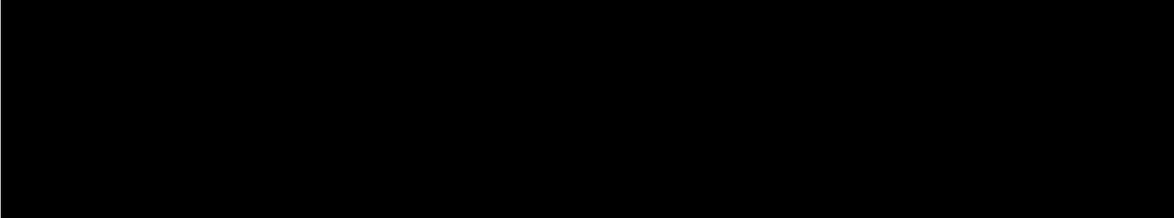
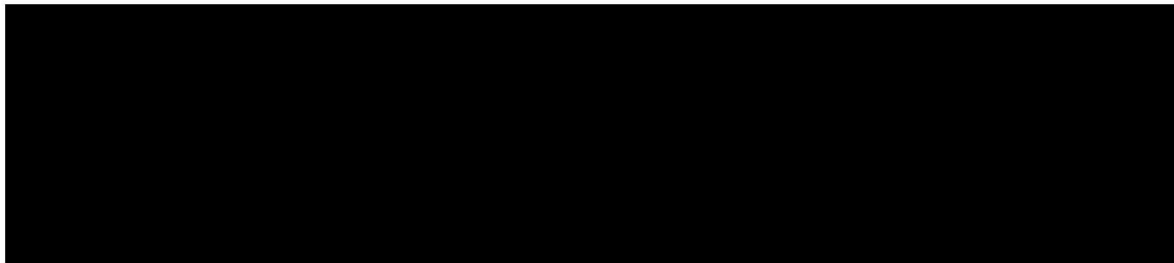
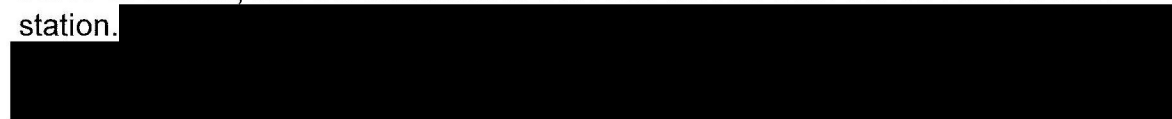
- VIA and CDPQ have met a number of times, both through a working group co-chaired by TC and Infrastructure Canada, as well as bilaterally starting in September 2016. Through these meetings and the sharing of relevant technical documentation, VIA and CDPQ identified an exhaustive list of challenges to interoperability.
- TC, INFC and the Canada Infrastructure Bank are working with VIA Rail on developing the HFR project. A key component of the proposed VIA HFR project in the Montreal area is interoperability with the REM project, specifically, the Mount Royal Tunnel to access Gare Centrale, the A-40 station, and the extension of the REM service from the VIA Dorval train station.



- CDPQ has indicated that they have taken steps to ensure interoperability of the REM and VIA's proposed HFR. The announcement was made during the official launch of REM on February 7, 2018. The announcement was preceded by a letter from CDPQ's CEO to Transport Canada's Minister indicating that CDPQ is taking steps to ensure the interoperability of the REM and HFR and acknowledging that

SECRET

interoperability is feasible. The Minister responded to the letter providing a broad description of the issues that remain outstanding with regard to interoperability and identifying the need to engage early to identify any actions that could be taken in the near term to make the project as cost effective as possible in the long term.

- 
- In December 2016, VIA submitted a business case for HFR featuring a more frequent, faster train service that is almost exclusively dedicated to VIA passenger service. Funding of \$8 million was announced in Budget 2018 that will allow for the necessary economic and other analysis to ensure a decision is taken on the basis of clear evidence. VIA's proposed HFR service between Montreal and Quebec City requires the sharing of key rail infrastructure with the REM in Montreal. VIA and TC are working on developing the project and have approached the Canada Infrastructure Bank to play a role in the project.
- 
- Transport Canada is working with VIA Rail on developing the HFR project. A key component of the proposed VIA HFR project in the Montreal area is interoperability with the REM project, specifically, the Mount Royal Tunnel to access Gare Centrale, the A-40 station, and the extension of the REM service from the VIA Dorval train station. 
- The Minister joined Minister Garneau in a letter to Michael Sabia seeking a progress update on his February letter regarding interoperability assurances. Michael Sabia responded on September 14, 2018 proposing a meeting in order to provide a detailed overview of the work accomplished and to answer any questions. This meeting occurred on October 31, 2018.
- Minister Champagne also met with VIA rail CEO Yves Desjardins-Siciliano in September 2018 to discuss the HFR project where he committed to ongoing

SECRET

collaboration with his colleague Minister Garneau as the HFR file moves forward for further analysis and decision.

- [REDACTED]

PROPOSED TALKING POINTS/PROPOSED QUESTIONS

- As my colleague and I have stated previously, it is important that as the construction on REM progresses, that interoperability not be precluded. I am encouraged by the current discussions between CDPQ and VIA on an agreement to conduct the necessary technical and engineering work. Do you have a timeline for the execution of this agreement and for work to begin?
- Given the REM project is under construction, are there things that CDPQ cannot do or that could limit interoperability?
- It will be important to have a plan in place on next steps after the technical and engineering work is concluded.
- It is important that we are all on the same page on what is required over the short and medium-term. Has it been well communicated within your organizations at all levels that there is work to be done and a collaborative approach is required?

Attachment(s):

- Annex A – [REDACTED]
- Annex B – HFR-REM Interoperability Timeline
- Annex C – [REDACTED]
- Annex D – [REDACTED]


**Page(s) 5 to 35
are withheld
pursuant to paragraph
14, 20(1)(b)& 20(1)(d)
of the *Access to Information Act***

**La/les page(s) 5 à 35
Font l'objet d'une exception totale
conformément aux dispositions de paragraphe
14, 20(1)(b)& 20(1)(d)
de la *loi sur l'accès à l'information***


HFR-REM Interoperability

VIA's proposal for High Frequency Rail (HFR), in its current form, requires the use of the same rail infrastructure in the Montreal area that will be used by CDPQ's light rail project (REM). This creates significant interoperability issues between the heavy rail equipment used by VIA and the light rail equipment that will be used by REM.



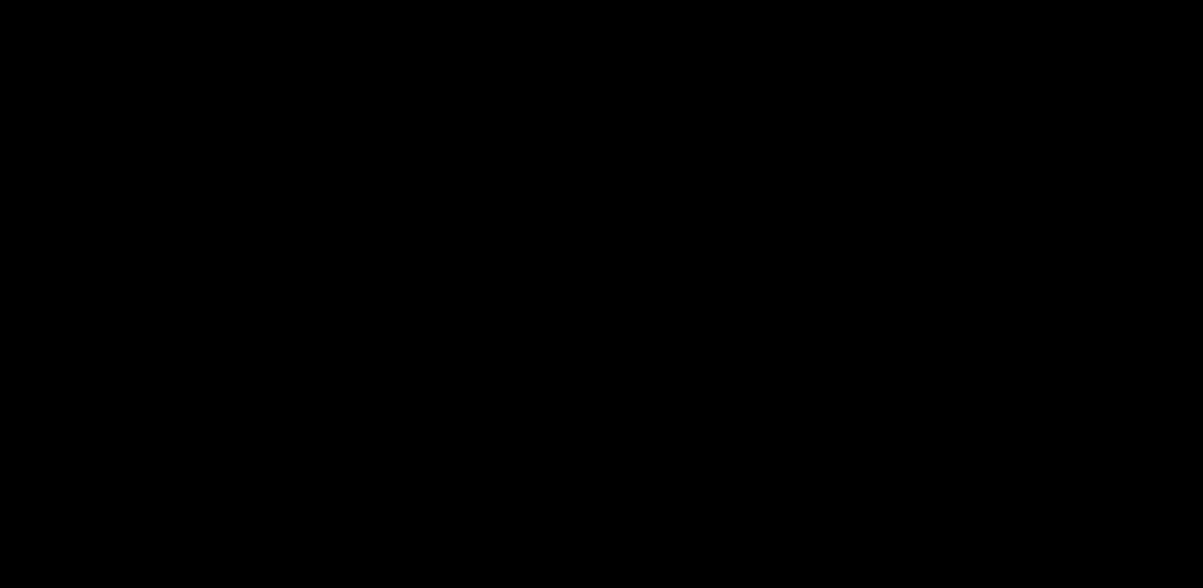

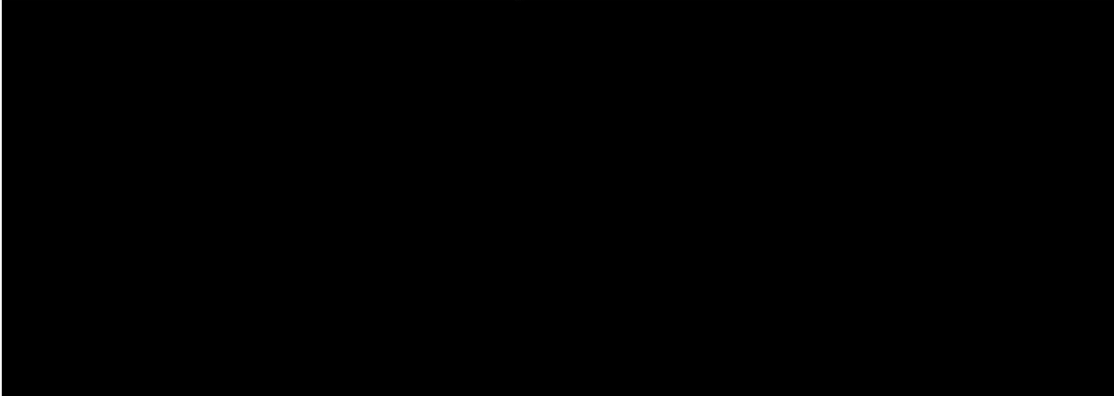



VIA Rail and CDPQ have now met a number of times, both through a working group co-chaired by Transport Canada (TC) and Infrastructure Canada, as well as bilaterally. Through these meetings and the sharing of relevant technical documentation, VIA and CDPQ have identified an exhaustive list of challenges to interoperability.



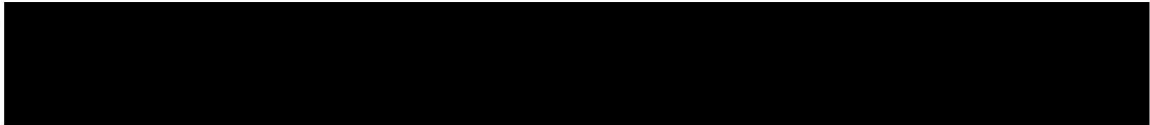
Timeline

- **September 2016:** CDPQ Technical Briefing Note on Application from VIA Rail to use the Mont-Royal Tunnel for its HFR Train Project. CDPQ's proposed solution is transfer stations to connect HFR to REM.
 - **December 8, 2016:** Meeting with CDPQ Infra, VIA, TC, INFC, Finance – stated objective of the meeting was to establish a framework for CDPQ and VIA to work together to explore solutions for interoperability.
 - **January 26, 2017:** Meeting with CDPQ Infra, TC, VIA and CDPQ – VIA and CDPQ agreed on the list of challenges to be studied.
- 

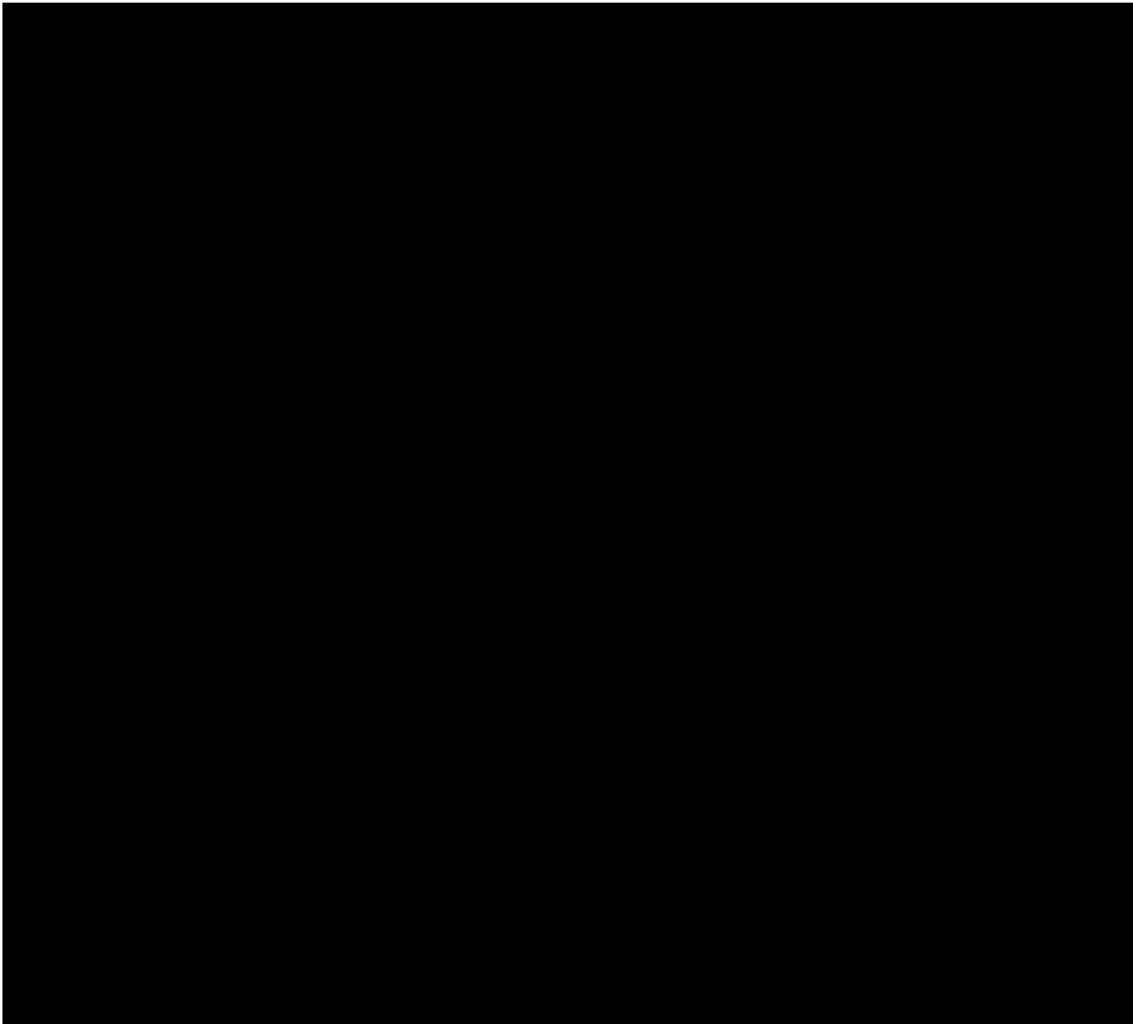
- **January 31-February 2, 2017:** Workshop sessions - technical workshops were organized to look at specific technical challenges relating to interoperability with technical experts from CDPQ and VIA, as well as representatives from the TC Regional Office.

- **March 21, 2017:** VIA submits its report and conclusions on interoperability
- **April 6, 2017:** Meeting with CDPQ Infra, VIA, TC, INFC, Finance - CDPQ presented a deck with its response to the VIA proposal stating that a number of operational technical issues are still pending and would need to be addressed to allow interoperability. 

- **July 9, 2017:** Transport Canada engaged a third-party expert on rail issues (HDR) to act as a technical facilitator to CDPQ and VIA Rail in their efforts to achieve interoperability of the REM and HFR systems in Montreal, and to act as an advisor to the federal government.
- 
- 
- **November 23, 2017:** HDR VIA-REM Interoperability Assessment – Interim Report
Summary of Report:
 - The report was drafted as part of HDR's mandate as a third-party expert on rail issues who was engaged by TC to act as a technical facilitator to CDPQ and VIA Rail in their efforts to achieve interoperability of the REM and HFR systems in Montreal, and to act as an advisor to the federal government.
 - 
 - 
 - 
 - 

○



- **February 7, 2018:** CDPQ announced the official launch of the project accompanied by a high level overview of the final project design. In the announcement, which was preceded by a letter from CDPQ Infra to TC's minister, they indicated that they have taken steps to ensure the interoperability of the REM and VIA's proposed new High Frequency Rail service, which is currently under consideration.
- **March 16, 2018:** During a call with TC, CDPQ indicated that they had had preliminary discussion with their chosen vendors on the changes that would be required in the Tunnel. Further discussions with CDPQ and VIA are being planned to ensure that the steps required to support interoperability are being executed by both parties.



**Page(s) 39 to 41
are withheld
pursuant to paragraph
14
of the *Access to Information Act***

**La/les page(s) 39 à 41
Font l'objet d'une exception totale
conformément aux dispositions de paragraphe
14
de la *loi sur l'accès à l'information***

**Page(s) 42 to 50
are withheld
pursuant to paragraph
69(1)(d)
of the *Access to Information Act***

**La/les page(s) 42 à 50
Font l'objet d'une exception totale
conformément aux dispositions de paragraphe
69(1)(d)
de la *loi sur l'accès à l'information***